

**Submission  
No 8**

## **SYDNEY METRO WEST PROJECT**

**Name:** Mr Lachlan Bowden

**Date Received:** 6 September 2023

Sydney Metro West is a critical piece of rail infrastructure that is needed to improve the capacity of Sydney's rail network as well as the reliability and redundancy of the city's public transport when disruptions occur.

One recent example of this (see link below) occurred on the 16th August 2023 when an act of vandalism seriously impacted the Sydney Trains network and left 10,000s of commuters stranded late at night.

<https://www.nsw.gov.au/media-releases/update-on-olympic-park-public-transport-disruption>

Incidents like this may be seen by some as an inconvenience or a delay for commuters returning home but in situations where large crowds are exiting a public event this can carry a serious risk of potentially leading to fatal crowd crush incidents.

Sydney's population is approaching 5.5 million and can no longer rely on a fragile public transport system that is only 1 incident away from causing potential disaster.

Metro West would have significantly mitigated the risk of such events happening as a second railway line through Olympic Park would provide much needed redundancy to the network in providing backup or secondary options for commuters to travel if the existing Sydney Trains Olympic Park line is impacted.

There are other benefits of Metro West - a fast commute between Parramatta and the CBD will offer relief & network reliability for the T1 Line which is already at capacity and is prone to network disruptions.

One particular observation not often raised is that the demolition of the Sydney Entertainment Centre in Darling Harbor & the relocation of evening entertainment events & concerts to Olympic Park may have had the unintended effect of significantly reducing late night patronage in Darling Harbor and the surrounding areas of the CBD including Chinatown.

The Covid pandemic is often cited as the reason for the reduced viability of the Haymarket / Chinatown area as a sustainable location for late night Cantonese style restaurants - there has been well publicised closures of famous restaurants in recent years which suggests that Sydney is at risk of losing a key part of its Cantonese heritage. The removal of large entertainment venues from Darling Harbor is likely to have significantly reduced the volume of visitors that the adjacent Chinatown (and CBD) receives at night as the current rail journey from Olympic Park to the City is slow and requires catching multiple trains.

Metro West would offer journey times of just 15 minutes between Olympic Park and Pyrmont or Hunter St and this could significantly revitalise Sydney's night life by allowing people to easily travel from concerts in Olympic Park to the CBD.

Regarding the low number of stations which has been a fairly common complaint - there is a balance that needs to be kept between the travel time from Parramatta to the CBD and the number of stations.

Too many stations would reduce the efficiency of the line as a fast connector between Paramatta & the CBD which was intended to be the main purpose of the project - as a viable alternative to the T1 Western Line.